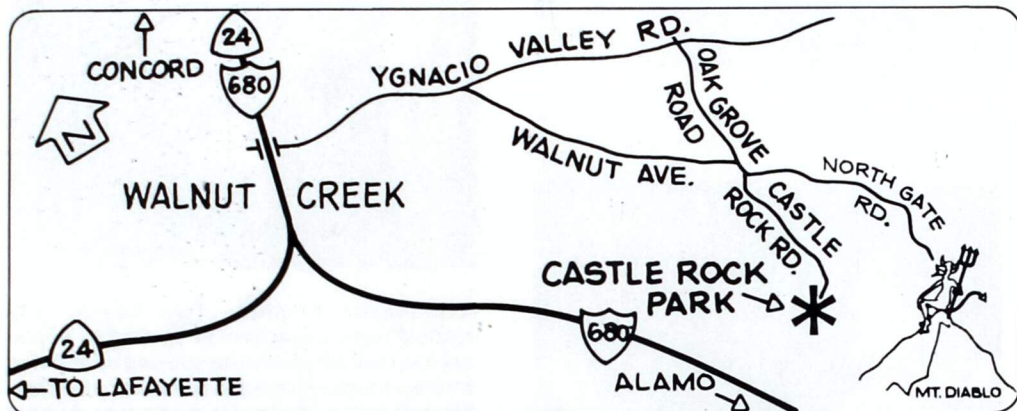


Picnic Date Set—Sept. 27

A GREAT DAY FOR FUN, FOOD AND GAMES



BART's fifth annual "old-fashioned picnic" will be held Sept. 27 from 10 a.m. to 6 p.m. at Castle Rock Park in Walnut Creek. If you have not already made your reservation, do so today by calling ext. 6215.

The cost—\$2 per employee and one guest; \$4 per family and \$5 per guest—will pay for all the chicken, ribs, hot dogs and potato salad as well as activities ranging from a volleyball tournament to swimming, dancing and hay rides.

There will also be a drawing for prizes to be announced.

Rodney Williams is chairman of this year's event, which is being sponsored by the BART Police Officers Association, BART Police Managers Association, BARTSPA, United Public Employees Local 790 and non-represented personnel.

To reach Castle Rock Park from Oakland, take Highway 24 north to Ygnacio Valley Boulevard, turn right to Oak Grove

5TH ANNUAL
BART **PICNIC**
EMPLOYEES
SAT. SEPTEMBER 27TH
10 AM - 6 PM

CASTLE ROCK PARK WALNUT CREEK



and turn right to the park. From Concord take Highway 680/24 and exit at Ygnacio Valley Boulevard. Go east on Ygnacio Valley Blvd. and turn right on Oak Grove

The Future Looks Great

BART IS NOW 14 YEARS OLD

On Thursday, September 11, BART celebrated its fourteenth year of passenger service.

To date, BART has carried more than 570 million passengers over 7.5 billion passenger miles safely, without one passenger fatality.

When BART first opened for service about 15,000 passengers a day rode the 2-car trains that operated on the 28 miles of track connecting Fremont and MacArthur stations and stations in between. Today, BART's ridership is close to 195,000 daily trips and in recent years BART has embarked on an aggressive program to increase its passenger-carrying capability.

At a cost of \$491.3 million, BART's Capacity Expansion Program is comprised

(See **Birthday** — Page 5)

Escalators Being Refurbished

All 143 escalators at BART's 34 stations are slated to be refurbished under a three-year \$6.5 million program that began this summer.

Escalators at the 12th Street/City Center Station as well as the San Francisco stations at Powell Street, Civic Center, Montgomery Street and 24th Street have been shut down during the renovation period. They will be reactivated by the middle of October.

The repair work will include replacement of all chains and driving mechanisms, including speed reduction on selected units, replacement of worn steps, escalator skirts and replacement of damaged street level panels.

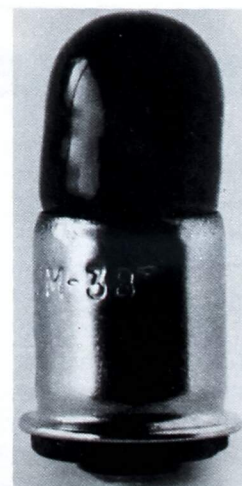
BART escalators have been out of service less than two percent of the time and the maintenance program is designed to maintain that level of performance.

Since many of the parts required must be specially made, the program is not scheduled for completion until early 1989.

Announcements will be made to notify BART passengers which escalators are out of service and signs will be posted in the stations to minimize any inconvenience to riders. **b**

WHAT IS IT?

(See Page 2)



37,000 Lamps Light The Way *Display Board Bears Watching*

What's 10 feet tall, made of black metal and winking with 37,000 minuscule red, green and white lights?

That's the back of the Central display board which shows train controllers the location of each train and any problems that may be occurring in the system.

Linked together with miles of red and white wiring, the board operates 24 hours a day 365 days of the year.

And — the lights, or "lamps" as the technicians call the one-quarter inch bulbs, need regular replacement.

The responsibility of each shift supervisor is to eyeball the lamps and report any burned-out bulbs to the computer specialists.

Seven people are on duty each shift to take care of these problems. On an ordinary day, it will take two people up to two hours to replace the bulbs which have a life expectancy of 1,000 hours.

That amounts to six hours a day, at a cost of \$1.50 per lamp for a total of 10,000 lamps per year.

The entire project is under the direction of Roy Mar, manager of train control and computer maintenance, assisted by (no pun intended) Mike Lighty.

Shift supervisors are Elmo Giovannetti (day), Quong Fong (swing) and Rodney Lim (graveyard.)

Rolling ladders, similar to those used in public libraries, provide access to the tedious job of replacing the bulbs.

Tests of longer-lived lamps are currently underway, according to Lighty.

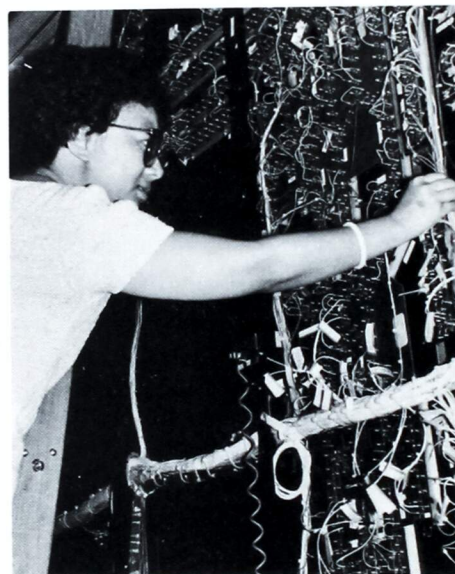
One 10,000-hour lamp has been in operation since February of 1983 and many more 6,000-hour lights are being tested.

Maybe, one day soon, it will take only one technician one hour to repair BART's surrealistic "Christmas tree." **b**



"IT"

is one of the 37,000 lamps in BART's Central Display Board.



Computer technician Nora Yee replaces one of the tiny quarter inch bulbs, one of 37,000 red, white and green lights on the Central display board. The "lamps," as the technicians call them, have a life expectancy of 1,000 hours although some longer-lived lamps are currently being tested. The lights on the board show train controllers the location of each train and any problems that may be occurring in the system. The board operates 24 hours a day 365 days of the year.

THE RADIO THAT RAN



ICS Project Engineer Tom Deeble (aka KA6SIP) was a real ham in the Bay to Breakers race last May when he showed up wearing a home-made replica of a portable radio. Deeble's daughter, Erika, 10, made sure dad got to the end of the race.

NEW BPD ASSIGNMENTS



Sergeant John Kerwin (center) and detectives Jim Vestri (left) and Ken Hokanson are the newest members of the detective section of the BART Police Department. Sgt. Kerwin, a 14-year veteran of BPD, will have overall responsibility of the nine member detective section, while detectives Vestri and Hokanson will do follow-up investigations for property crimes, systemwide. Other members of the detective squad are Martha Brewer, Robert E. Burke, Jr., Joseph F. Hahner, Michael J. Hotton, Terry Palmer and Thom R. Pennewell. BPD detectives can be reached at ext. 4070.

BART FLEET NOW FIRE HARDENED

The "fire hardening" of BART's fleet of 440 cars, completed on Aug. 22, makes the system the most fire safe in the nation today, according to Richard P. Demko, executive manager of engineering and maintenance.

Safety Department Manager Ralph Weule noted that the \$20,818,000 project included the installation of new fire resistant walls, floors, seats and ceilings.

The work was completed at BART's Hayward Maintenance Yard under the direc-

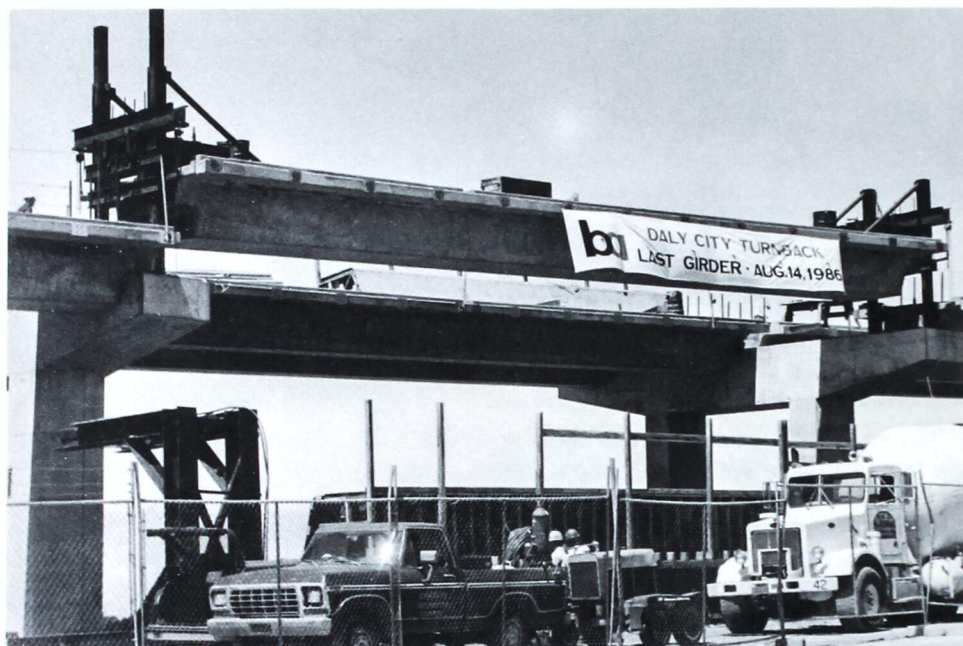
tion of Fred Stevens, manager of rolling stock maintenance.

The fire resistant materials, developed by BART, include a floor which has been tested to resist fire for 30 minutes. The floor is a "sandwich" made up of a balsa wood core, surrounded by aluminum and steel.

Completion of the program enabled the District to add two trains on the Fremont/Daly City line and the Concord/Daly City line, bringing the total number of peak commute hour trains to 45. **b**

BART PICNIC
SEPT. 27
Call Ext. 6215
for tickets

74-Foot and 115 Tons of Concrete TURNBACK'S LAST GIRDER IN PLACE AUG. 14



The last of 68 pre-stressed concrete girders for BART's Daly City Turnback, each 74 feet in length and weighing 115 tons, was lowered into place on August 14. The girder was lowered using hydraulic jacks, which can be seen at each end of the girder, and took about 40 minutes. In addition to the concrete structures, nine steel girders were also used in the project.

The last girder of the \$150 million Daly City Turnback Project was lowered into place at 2 p.m. Aug. 14, another milestone in the single largest construction project BART has undertaken since completion of the original system in 1974.

The 74-foot, pre-stressed concrete girder, weighing more than 115 tons, was lowered into place by hydraulic jacks. Construction workers took 40 minutes to complete the process which was witnessed by a small group of hard-hatted employees and members of the press.

Bill Snyder is head of design for the project and Frank Linville is in charge of the construction crew.

Credit Union Reps To Visit BART September 26

From 11 a.m. to 4 p.m. on Friday, September 26, C.S.E.C.U. reps will be available in the lobby area outside the BART Board Room on LMA-1 to answer questions about membership, loans, credit cards and other services offered by the credit union. No appointment necessary. The Credit Union is now offering VISA card rates of 14.9 percent with a \$15 annual fee.

The Daly City Turnback and Yard project is a crucial part of the \$491 million program to increase BART's passenger-carrying capacity by about 85 percent.

Construction began on Feb. 11, 1985 and is expected to be completed by summer of 1988. Three off-line "tail tracks," extending approximately 1.5 miles south from the Daly City Station, will enable BART to turn trains back to the East Bay faster than is currently possible.

This will allow BART to run trains at closer headways, which will increase the number of trains operating on the system at any one time. **b3**

BART TO APPEAR ON MTV ... YES, BUT READ ON!

MTV is Magyar (Hungarian) National Television. On the left is cameraman Mike Mihaly, and interviewing BART GM Keith Bernard is Gyorgy Lovas. The group was here filming BART for a documentary on subway systems. BART was one of only four transit systems in North America filmed. The other three were in NY, Washington, D. C. and Mexico City.



BART THROUGH OTHERS' EYES

*"The field cannot well be seen
from within the field"*

R. W. Emerson

Engineers Joe Van Overveen and Ray Chan are sometimes called upon to give tours of BART to visiting engineers. Following are some of the experiences they remember:

Upon entering Central, engineers from the People's Republic of China were surprised and commented, "Black, Yellow and White all working together!"

Some Japanese engineers, when the doors of a BART car opened and they saw that the floor was wall-to-wall carpeted, asked their guide if they should remove their shoes before boarding.

European and Far East visitors express surprise at the number of female train operators and maintenance workers in the shops.

Without fail, the cleanliness of the interior, the smoothness of the ride and the low noise level of the trains are praised.

And always the raised eyebrows when the independent operations of the various local transit agencies are discussed. It appears the Bay Area is unique in this respect.

And from the A - Man - Does - Not - Know - What - He - is - Saying - Until - He - Knows - What - He - is - Not - Say - ing Dept. comes this one from Vicki Willis:

*A patron who had called our Cash Handling division about a ticket problem was told to write a letter to Passenger Service. In giving him the address, he was told to send it to LMA-1. A few days later the letter arrived, addressed: Ella May 1. **b3***

EDITOR'S NOTE: Our sincere apologies to the MBE/DBE Award winners and Summer Youth Supervisors whose pictures were incorrectly captioned in the last issue of BARTalk. We are republishing these pictures correctly titled and identified. We regret the error.

RTA MBE/DBE 1986 WINNERS ANNOUNCED



On June 20, 1986, the Regional Transit Association (RTA) Minority Affairs Committee held its seventh annual Transit Business Opportunities Seminar at the MetroCenter. Pictured (L-R) are members of the committee with the two tope award winners for 1986: Arnold Baker, SF MUNI; Phyllis Walker, MTC; David Munoz, Santa Clara County Transit and chairperson, RTA Minority Affairs Committee; P.J. Pickens, SamTrans; Candice Gonzales, GGBHT District; Josephine Richardson, CEO, Richardson Security Co., Oakland, and winner of the Outstanding Local DBE Award; Sandy Privett, AC Transit; Delon Hampton, President, Delon Hampton and Associates, Washington, DC., and winner of the Outstanding Small Business Award; and John Mack, Department Manager, Affirmative Action, BART.

Open Enrollment For Benefits

The District will hold an Annual Application Period from September 15, 1986 to October 15, 1986, so that eligible employees may apply for Voluntary, Additional, and Supplemental Voluntary/Excess Long-Term Disability. The deadline for submission of applications and statements of health is October 15, 1986.

These plans are paid for wholly or partially by the employee and are designed to provide additional coverage over that which is given by the basic life and disability plans which are furnished to all eligible employees by the District. Not all employees are eligible to apply for all of the plans listed above. The actual plan for which you are eligible depends on your employee group and classification.

The Benefits Section will accept applications on behalf of the Principal Mutual Life Insurance Company (formerly Bankers Life) for the above coverage during this period. Applications must be accompanied by a Statement of Health and coverage is subject to the approval of the Principal Mutual Life, based on evidence of medical insurability. You will be contacted if further information or a medical examination (at your own expense) is required.

If approved, every effort will be made to make coverage effective January 1, 1987. Payroll deductions for this type of coverage are usually made one month in ad-

vance of the month covered. Payroll deduction forms will be required.

Requests for application forms should be submitted in writing to the attention of Mischa Lorraine, Employee Benefits Section, MetroCenter Building, MET-G. For further information, please contact the Employee Benefits section at extension 6212.

If Planning To Retire In The Next 5 Years, You Should Attend Workshops in October and November

In late October, BART's Employee Benefits division will conduct a workshop for employees who are eligible to retire within the next five years.

The retirement workshop, a pilot program for BART, will begin Oct. 29 from 6 to 8 p.m. in the MetroCenter auditorium. Employees are urged to bring their spouses to the program which will be held each evening through Nov. 19.

Questionnaires to determine areas of concern were circulated to all BART employees who are within five years of retirement age.

It is hoped the workshop will be repeated each spring and fall and will eventually be open to all BART employees, according to Maria Gordanier, senior compensation analyst.

"It's never too early to plan for retirement," she said.

Jo Ann Rokoszewski, employee development specialist, will discuss "Introduction to Life Planning" at the first session and "Health and Wellness" at the workshop on Nov. 5.

Gordanier will explain BART benefits on Nov. 12, along with representatives from Social Security and the Public Employees Retirement System.

The final session will feature a representative from Merrill Lynch discussing "Estate and Financial Planning" **b3**

BART AGAIN HOSTS SUMMER JOBS PROGRAM



Pictured here are some of the BART supervisors who are giving the Summer Youth employees guidance and support during their temporary jobs at BART. Program coordinators Brenda Blue (left, seated) and Gus De La Torre (seated, center) are shown with the participants' supervisors Pat Hoar (seated) and (standing, left to right): Esther Birch (Real Estate), Victor Yick (Contract Management), Frank Virgadamo (Reliability Engineering), Fred Braese (Maintenance Control, Hayward Yard), Anna Wong (Purchasing), Dave McGinnis (Plant Facilities), Vicky Jennings (Passenger Service), Ruthie Jones (Automatic Fare Collection Maintenance), George Hodgerney (Plant Facilities), John Thomas (Reliability Engineering) and Harold Kinney (Electrical/Mechanical Repair, Hayward Yard).

1st BART Employee Golf Tournament a Success

BART's first employee golf tournament, held Oct. 10 at Diablo Creek Golf Course, was such a success that plans are already under way for another one next year, according to chairman Ben Dabalos.

Fifty-six golfers entered the tournament, which is expected to attract 144 players in 1987 or the maximum number that the course can handle, Ben said.

Alice Delgado placed first in the "A Flight" division, followed by Phil Ormsbee, Harry Holder, Tim McCracken and John Krugh.

The first place trophy in the "Open Flight" went to Michael McCoy, followed by Larry Snyder, Steve Ojeda, J.R. Reinig and Frederick Butler.

Sandy Lucia and Liz McCarrie won trophies in the "Ladies Flight."

The tournament was the brainchild of Dabalos, who was assisted by Delgado and Carroll Shepard of the Concord Yard. Dabalos' wife, Lee, served as the starter and Delgado's husband, Mike, had the low gross with a 77.

In addition to the trophies, golf balls were awarded to 14 other players.

Alice Delgado won an award for closest to the hole in the "A Flight" and Larry Williams took that honor in the "Open Flight."

John Krugh had the longest drive on the 13th hole and Alex Braun had the distinction of hitting the most balls—five—into the water.



During the month of August local law enforcement officers opened their homes to the 39 members of the Gloucestershire English Police Choir and their spouses when they toured the Bay Area. Before the group departed Lafayette Station for a bus trip to the State Capitol, BART Police Captain Larry Danner (in dark suit), Officer Cindy Lee (center), and Lieutenant Leo Tamisiea (far right) posed with their guests from England.

The highest scores were recorded by Liz McCarrie (146) in the women's division and Bill Allen (139) in the men's group.

The best video shot was provided by Police Chief Harold Taylor who missed the ball completely on the 10th tee.

The "water hole girls," who provided refreshments during the day, were Cathy Griffin, Laura Maria and Cruz Garcia of police services and Starla Bahem of passenger services.

All of the participants agreed that the \$40 entry fee, which covered the green fee, golf cart rental, dinner, prizes and drinks, was a real bargain. **b**

(Birthday — From Page 1)

of eight major projects which will ultimately increase the system's passenger-carrying capacity by 85 percent. Some of the recent accomplishments in BART's Capacity Expansion Program have been the completion of a new third trackway through the downtown Oakland area, the completion of a program to fire harden its transit vehicles, the placement of the final girder in a new turnback structure in Daly City, the on-line testing of prototypes of BART's new transit vehicle, and the commitment of funding for the majority of the projects included in the expansion program.

The program also includes plans to upgrade the system's electrification capabilities, install a new "Integrated Control System" (ICS) to replace the original computer system which operates the trains, modify wayside train control equipment and install new Automatic Train Control equipment on BART cars. **b**



Here are some of the winners in the First Annual BART Employees Golf Tournament. Pictured left to right are: Harry Holder, 3rd Place, Flight A; Ben Dabalos, tournament organizer; Liz McCarrie, trophy winner, Ladies Flight; Mike Delgado, Low-gross; Alice Delgado, 1st Place, Flight A and "Closest to the Hole," Flight A; Mike McCoy, 1st Place, Open Flight; Sandy Lucia, trophy winner, Ladies Flight; and Alex Braun, who took honors for "Most Balls—5 into the water."

BARTalk
A publication for and about the employees of the
San Francisco Bay Area Rapid Transit District.
800 Madison St., Oakland, CA 94607
(415) 464-6000

Keith Bernard **General Manger**
Mike Healy **Dept. Manager, Public Affairs**

BARTalk Staff

Sy Moubert **Managing Editor**
Sandy Tibbets **Asst. Managing Editor**
Vicki Wills **Circulation**
Art Richardson **Staff Artist**

Special Note: Editors reserve the right to edit, revise, reduce or discard any materials submitted for publication. Any material appearing in this publication may be reproduced with appropriate credit.

A GREAT NIGHT FOR THE "1986 BART NIGHT AT THE A'S"



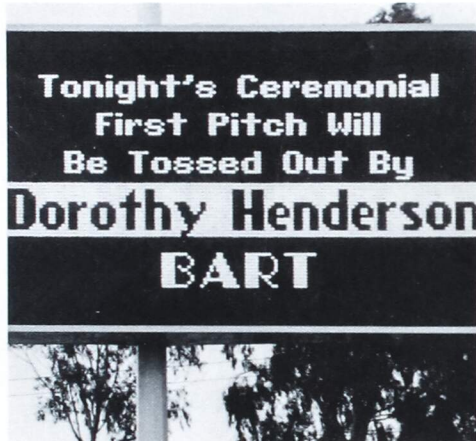
The Food Line - Hot Dogs and Fixings



Prize Winners - Every One of Them



Rooting For The Home Team



Not many BART employees can boast of having their name appear in lights on the giant electronic display board at the Coliseum Stadium. Yet Dorothy Henderson, a process monitor in Information Systems, can do just that as this year's top winner of the "BART Night at the A's Game" contest. Henderson's name was drawn from among hundred of entries received from throughout the District.

Before throwing the ball that would officially start the Sept. 8 game between

the Oakland A's and Minnesota Twins, Henderson joined 49 other BART employees — all winners of free tickets to the game — and other invited guests at a pre-game buffet held in the Oakland Room of the Coliseum Stadium. There, Dave McGahey of Radio Station KSFO, sponsor of the contest, gave away door prizes to the lucky employees gathered. Lovenetta Hastings, a transportation clerk at Richmond Yard, was the grand prize winner of a cashmere sweater. Others won a variety of A's baseball memorabilia. **b**

"The Throw"



The Wind Up

The Power Move

The Release

"Let It Hum, Baby!"

The Follow Through

MISSED THE PLATE!



Stalwart A's Fans' Fever-Pitched Enthusiasm



A Special "Tail Gate" Party At The Dinner